

Masonic Temple



Weekly Calendar

MONDAY:
All visiting members of the order are cordially invited to attend meetings of local lodges.

TUESDAY:

WEDNESDAY:

THURSDAY:

FRIDAY:

SATURDAY:

HOTEL STEWART
SAN FRANCISCO

Geary Street, above Union Square
European Plan \$1.50 a day up
American Plan \$3.50 a day up
New steel and brick structure.
Third addition of hundred rooms
now building. Every comfort and
convenience. A high class hotel
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of theatre and retail district. On
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WAIMEA, KAUAI

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in

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yearly 1000 feet elevation
near depot, grand scenery, fine ba-
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Spend Christmas
AT THEHALEIWA
GOOD DINNER.

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SCOUTS**

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DETAILS OF CONSTRUCTION OF MATSON NAVIGATION
COMPANY'S NEWLY LAUNCHED FLAGSHIP, MATSONIA

The Matsonia, a steel single-screw
steamship, completed in October
by the Newport News Shipbuilding
and Dry Dock Company of Newport
News, Va., is the latest addition to
the Matson Navigation Company's
fleet, and will be operated in regular
service between San Francisco and
Honolulu, Hawaii.

She will be equipped for carrying a
large amount of cargo and also is pro-
vided with modern and up-to-date
quarters for the accommodation of 246
first-class passengers and 73 steerage
passengers as well as a crew of 121
officers and men.

The leading particulars of the ves-
sel are: Length, over all, 500 feet;
length, between perpendiculars, 434
feet; breadth, molded, 58 feet; depth,
molded to shelter deck, 44 feet 9 in-
ches; sea speed, loaded to 24-foot draft,
16 knots; displacement at 24-foot draft,
13,500 tons. The ship has been con-
structed in full accordance with
Lloyd's Register of Shipping, Class
100 A1.

The machinery is located aft as on
the other vessels of this line. The
cargo will be carried forward of the
machinery space below the upper deck
and in the portion of the upper 'tween
decks forward of the dining saloon.
Provision is made for carrying a large
supply of fuel oil, the lower part of
the forward hold being arranged for
fuel oil storage, as well as the double
bottoms, which are made deeper than
usual, and the fore peak. Amidships
in the hold is a tank for carrying
over 200,000 gallons of molasses, with
pumping plant adjacent. This tank is
also arranged for carrying fuel oil on
emergency. A large space on the lower
'tween decks is fitted up for carry-
ing refrigerated cargo, and the upper
'tween decks forward is arranged es-
pecially for the carriage of bananas.

The total space available for cargo is
about 450,000 cubic feet, exclusive of
the molasses tank.
The upper deck amidships as well
as two tiers of houses above shelter
deck are devoted to the accommoda-
tion of passengers. Deck officers'
quarters and pilot house are located
in teak house above the passenger
quarters.

On shelter deck aft are located the
purser's office and Marconi rooms.
The seamen's quarters are located in
the forecastle, while aft on upper and
shelter decks are located quarters for
the engineers, stewards' department,
etc.

On the shelter deck is provided a so-
cial hall forward with deckhouses aft
containing stairways opening on to a
wide and spacious promenade extend-
ing the entire length of the vessel.

Below on the upper deck and well
forward is the dining saloon; aft of
which are first-class staterooms, pan-
try, galley, and farther aft are spaces
for steerage passengers.

On the bridge deck forward is the
smoking room and aft of same are
located additional staterooms; where-
ever possible, arranged in suites.

For the safety of those on board,
watertight subdivision is provided by
a cellular double bottom—5 feet 6
inches deep extending full length be-
tween peak bulkheads as well as by
seven transverse watertight bulk-
heads.

Pallast is provided for in the cellu-
lar double bottom which is subdivided
into tanks aft for the storage of fresh
water, while forward the space is de-
voted to the storage of fuel oil.

The vessel is constructed on the
ordinary transverse frame principle—
10-inch channels being spaced, 28-inch
centers in general, except somewhat
closer in forehold, and in fore and aft
peaks where 8-inch channels are
spaced 24-inch on centers. The floor
plates in cellular double bottom are
fitted on every frame. The deck
beams vary, 8-inch channels for main
deck, 7-inch channels for upper and
shelter decks and 6-inch angles for the
bridge deck, fitted to every frame,
while in bridge deck house, 4-inch
angles are spaced 30-inch on centers.

Two rows of wide-spaced pillars and
girders are adopted in holds, on main
deck and on upper deck aft of pas-
senger's quarters but throughout pas-
senger quarters smaller stanchions are
used. A bilge keel extends on each
side for a length of 250 ft. amidships.

The propelling machinery consists
of one four-cylinder triple-expansion
engine, I. H. P. 8500 at 80 R. P. M.,
with cylinders of 35 in., 61 in., and
281 in. in diameter, having a 66 in.
stroke. The propeller is of the right-
handed built up type with manganese-
bronze blades and a cast iron bulb.
The main condensers are of the in-
dependent cylindrical type.

The auxiliary machinery consists of
one centrifugal circulating pump, an
independent air pump, two independ-
ent direct-acting feed pumps, two 25-
ton evaporators, a distiller, feed filter
and heater, bilge and ballast pumps
of large capacity and general service,
sanitary and various other pumps. The
steering gear is of the Brown Steam
Tiller type and is equipped with com-
plete telemotor control.

The ship is heated and thoroughly
ventilated throughout.

Electricity for lighting and power
purposes is supplied by two 30-K. W.
and one 50-K. W. engine driven gen-
erators.

The refrigerating plant is equipped
with two 10-ton refrigerating ma-
chines with all necessary piping and
cold storage rooms. Drinking water
is circulated through coils to public
spaces.

Lifeboat accommodation is pro-
vided for all on board by means of
nine 28-ft. metallic double-ended boats
and one 28-ft. wooden power boat for
towing the fleet of lifeboats. In ad-
dition there will be a work boat. All
are carried under Wellin Patent De-
vices.

For loading and discharging cargo
the ship is provided with two cargo
ports on the upper deck and four on
either side on the main deck, as well
as two cargo hatches forward on
shelter deck and two trunk hatches
located about midships on the bridge
deck. The last two will be supplied
with electric elevators for the hand-
ling of sugar cargoes.

To the foremast are attached four
3-ton booms and one 50-ton boom,
mainmast four 8-ton booms, all for
handling cargo, while to the mizen-
mast is attached one 8-ton boom for
handling engine room weights.

Steam is generated in three single-
ended Scotch boilers, each 13 feet 9
inches in diameter and 12 feet long,
containing about 6000 square feet heat-
ing surface, and six Babcock and Wil-
cox water tube boilers containing 22-
800 square feet heating surface.

Boilers are to carry working pres-
sure of 230 pounds per square inch,
but are designed and built for 250
pounds, and operate with oil fuel, me-
chanically atomized, under natural
draft.

The oil fuel system is of the New-
port News Shipbuilding and Dry Dock
Company type, which has been devel-
oped by considerable experiment at
the shipyard. This system has been
fitted to several of their recent ships
and has given extremely satisfactory
results under both natural and forced
draft.

An elaborate outfit of machine tools
is fitted in the engineer's workshop.
The full complement of oil tanks for
engine room are of sufficient capacity
for carrying lubricating, cylinder, re-
frigerating engine oils, etc., for a 60
days' run.

Passenger Accommodation.
About midships on the upper deck
are located spaces for the accommo-
dation of steerage passengers. The
rooms are large and roomy and special
attention has been given to their
ventilation.

Forward of these rooms and com-
pletely separate from same are first-
class staterooms. These, together with
the ones located in the deckhouses on
the shelter and bridge decks, are pan-
neled in a simple design in white. The
white enameled berths, the mahogany
furniture, the green carpet, all com-
bine with the cretous window hang-
ings in giving a very cool and restful
effect.

Wherever possible private baths
are arranged and all rooms are ar-
ranged conveniently to bathrooms. In
many cases rooms adjoining are so ar-

anged that they may be thrown into
private suites.

Ten special staterooms are pro-
vided, each with its own bath and fin-
ished in an individual style of decora-
tion. There are two suites paneled
in birdseye maple, the long panels
displaying the natural beauties of the
wood to great advantage. Six other
rooms are paneled in mahogany with
mahogany or silk tapestry panels var-
ying in tone and color, and two are
finished in white colonial, one with
blue and the other with pink silk
tapestry panels. The special rooms
are all fitted with heavy brass bed-
steads, and other specially designed
furniture in mahogany.

In addition to these there are eight
other rooms finished more elaborately
than the ordinary first-class state-
rooms and not quite as elaborately
as the special rooms.

The officers' quarters on the bridge
are neatly and tastefully treated and
the captain's room forward is in close
proximity to the wheel house, which
is modern in every particular and
fitted with every known appliance for
ship control.

Well forward and extending across
the ship on the upper deck is the
dining room, arranged to accommo-
date 206 persons at one sitting. The
style of decorations is of the late Re-
naissance period. There is a main-
cot of mahogany surrounding the
room, surmounted by a pleasing ar-
rangement of paneling, enriched here
and there by ornament in low relief.
The color scheme above is carried out
in a series of grays ranging from a
rich warm tone to the almost pure
white ceiling. Wide spaced stanchions
are enclosed in mahogany richly
carved, harmonizing with the carved
pilasters all along the walls. The
beamed ceiling is supported at these
columns by carved consoles and at the
forward end is the mahogany side-
board of massive, yet refined propor-
tions. The floor is covered with Non-
pareil cork tiling in the natural
shades, completing the effect.

At the forward and after ends are
alcoves which may very well serve
for dinner parties, affording that pri-
vacy sometimes so much desired. The
tables are small and arranged to al-
low all necessary space and to avoid
the appearance of being crowded, as
is generally the case on passenger
vessels.

An innovation has been introduced
in placing a buffet at the entrance to
the dining room where one may go
between regular table settings and ob-
tain light lunch. On either side of
the dining room light enters through
a series of cathedral glass windows
suffusing into warm glow over the
entire room.

These sash are provided with ven-
tilating grilles and these together with
a system of exhaust ventilation will
keep the room cool at all times.

Immediately aft of the dining sa-
loon is the stair hall, treated in mod-
ern English. This same hall is car-
ried up for three decks and the spa-
cious stairways connecting same have
wrought iron grilles of simple design.
The walls are paneled in mahogany,
large panels being used which in their
very modesty, only serve to enhance
the rich grain of the wood and to
emphasize the beauty of the smaller
carved panels, which are fitted in com-
bination with them. Arrowcock elastic
tiling in the green and brown
tones is used as a floor covering,
blending harmoniously with the ma-
hogany panelling.

Over the stair leading to the bridge
deck is the ship's clock handsomely
mounted in a large carved panel.

On the shelter deck forward of this
stair hall is the social hall. The
style here adopted is of the period
known as Empire, with mahogany pan-
elling and gilt ornament, enriching the
warm color of the mahogany and
bringing out the quiet dignity of the
period it represents.

Furniture quietly designed and

(Continued on page nineteen)

The Westinghouse
Electric Toaster-Stove

is a splendid gift for any housekeeper. It is a perfect and
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steaks, toast bread, pop corn, bake griddle cakes and omelets
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It is so convenient and serviceable that its owner finds
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